

Background information class SP2 based on weight/power ratio.

A new class (SP2), based on "weight/power" ratio is introduced to accept cars with more than 4000cc and/or more than 6 cylinders, who still fits in the current performance range, without increasing the upper performance level. So faster cars will not be accepted.

The class is meant for cars who do not fit in the regular classes due to more than 4000cc and/or more than 6 cylinders or do not full fill the weight requirement. But on the other hand fit from performance point of view in the field with the BMW's and the Porsche GT3 cup versions. To avoid faster cars the class is restricted by the so called weight/power ratio.

Depending on the configuration, cars which could fit in this new class could be: BMW V8 GTR, Ford Mustang FR500 GT4, Marcos Mantis, Panoz, V8 Star Holden, Aston Martin V8, Ferrari, Audi R8, etc. Referring to a lot of requests, it is expected to have about 10 cars in this new class.

Competitors & Atmosphere

At the TOYO TIRES 24H Dubai we had a nice mix of teams, with a strong field. A lot of enthusiastic amateur teams, as well as semi-professional and professional teams participated. From a 3,2 litre BMW, Porsche GT3's to a 1600cc Ford and a 1,9 TDI Seat. Additionally some strong Silhouette cars, from France, Belgium, The Netherlands and Lithuania started in Dubai. Exact 37 different nationalities, from all over the world, challenged already the TOYO TIRES 24H of Dubai.

The goal is to have a great race and a good time during 24hSeries races, like we had during all TOYO TIRES 24h Dubai races of the last 3 years. Although there have entered some (semi)professional teams, our goal still will be to concentrate on the basic of what we are doing, that is enjoying racing TOGETHER.

24hSeries stick to philosophy

Last months we received a lot of questions to accept faster cars, to accept cars with more than 4000cc and more than 6 cylinders and we even heard suggestions to abandon the smaller cars.

Let's be clear, for the 24hSeries, we will stick to our primary goal and philosophy. So to abandon any smaller cars is out of the question. We sympathize with the enthusiastic teams with a Clio, Ford Fiesta, VW Golf or a Seat with a diesel engine. Actually those cars are not that much smaller, they only are not that fast as a Porsche GT or a 3,2liter BMW, but their car to car competition at the track is not any less.

Moreover we have decided not to accept faster cars, currently the race pace is set by Porsche GT3, RSR, BMW and the fast Silhouette cars. However, to be honest, the big number of the strong competitive Porsches can not be overseen. So, some more variety of competitive cars in the front of the field would increase the competition even more. As a driver the challenge is about competition, side by side and man to man (not to forget the fast women). Therefore it has been decided to add a new class.



Class SP2 added to 24hSeries, based on objective "weight/power" ratio

The new class will be based on a "weight/power" (KG/HP) ratio of the car.

By choosing the right "weight/power" ratio and an adequate and proved measurement method a new class in the 24hSeries is born.

The ratio will be 3,7 KG/HP

Which means a car with weight/power ratio equal or greater than 3,7 KG/HP will be accepted in this class.

Cars with a "weight/power" ration of 3,7 can have approx the performance of an average Porsche GT3 cup.

It will be calculated as the following:

(Weight of the car + weight of the driver) / HP

- Weight of the car with empty tank (max. 5 litre)
- Weight of the driver (driver with full driver's equipment)
- HP measured on the wheels

The HP will be "live" measured during the event with a, so called, Powerlogger to be supplied by the Promotor.

For more details, see next page.

Explanation of "weight/power" ratio class.

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Which means a car with weight/power ratio equal or greater than 3,7 KG / HP will be accepted in this class.

The ratio of 3,7 is chosen, so cars can have approx. the performance of an average Porsche GT3.

The "weight/power" ratio will be calculated as the following:

(Weight of the car + weight of the driver) / HP

- Weight of the car with empty tank (max. 5 litre)
- Weight of the driver (driver with full driver's equipment)
- HP measured on the wheels

Example:

The weight of a car is 1350kg

The weight of a driver is 80 kg

HP measured on the wheels is 382 HP

(e.g. engine is 450HP and losses (gearbox, driveshaft, etc.) are 15%.

Makes $0,85 \times 450 = 382$ HP on the wheels)

$(1350+80) / 382,5 = 3,74$ KG/HP

So this car would fit in the 3,7 KG/HP class.

Depending on the configuration, cars which could fit in this new class could be: BMW V8 GTR, Ford Mustang FR500 GT4, Marcos Mantis, Panoz, V8 Star Holden, Aston Martin V8, Ferrari, Audi R8, etc.

Determination of HP

The HP will be "live" measured during the event with a, so called, Powerlogger to be supplied by the Promotor.

This Powerlogger-unit, which will be mounted in the race car, measures the applied power (HP) at the wheels.

The data received via the Powerlogger is the only data used to check compliance with the regulations (weight/power ratio). Data supplied by the team from a rolling roads or Dyno's will not be accepted.

